CITY OF KIRKLAND CAPITAL IMPROVEMENT PROGRAM 2015 TO 2020

PROJECT #	NM 0113 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT	CITYWIDE GREENWAYS NETWORK PROJECT		
TITLE			
PROJECT	NE 75th Street, from Downtown Kirkland (via Kirkland Ave) to 130	Oth PROJECT STAF	RT PROJECT STATUS
LOCATION	Avenue NE	2016	Existing Project

DESCRIPTION/JUSTIFICATION

This project provides for the design and construction of a greenway network in the area of NE 75th Street. Construction elements that make up a greenway vary according to location, but may include items such as marking, signing of various types, lighting, crossing treatments (which may include signing, islands, beacons, improvements to or new traffic signals), traffic calming, drainage improvements, sidewalks or other walkway improvements and minor property acquisition. Greenways should be constructed on the most current approved network map and prioritization of projects should be accomplished using the framework established in the Transportation Master Plan.

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS	PRIOR YEAR(S)		METHOD OF FINANCING (%)		
Transportation Master Plan	BUDGET 1	TO ACTUALS	Current Revenue	100 %	
			Reserve	0 %	
COUNCIL GOALS	Budget	\$250,000	Grants	0 %	
Palanced Transportation	Actual		Other Sources	0 %	
Balanced Transportation	Balance		Debt	0 %	
Environment			Unfunded	0 %	
Neighborhoods					

CAPITAL COSTS	Prior Year(s)	2017	2018	2019	2020	2021	2022	2017-2022 TOTAL	Future Year(s)	Total Project
Planning/Design/ Engineering	37,000	37,000	0	0	0	0	0	37,000	0	74,000
In-House Professional Svcs.	18,000	18,000	0	0	0	0	0	18,000	0	36,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	195,000	195,000	0	0	0	0	0	195,000	0	390,000
Comp. Hardware/ Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	250,000	250,000	0	0	0	0	0	250,000	0	500,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.
Community economic impacts	Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.
Health and safety, environmental, aesthetic, or social effects	Provides a separated walking surface for increased safety and access.
Responds to an urgent need or opportunity	Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.
Feasibility, including public support and project readiness	Project is desired by the public and is technically feasible.
Conforms to legal or contractual obligations	Project will be designed and built to comply with professional and legal requirements.
Responds to state and/or federal mandate	N/A
Benefits to other capital projects	Completes a segment of the priority one non-motorized network.
Implications of deferring the project	Pedestrians and bicyclists will not benefit from additional improvements to the City's non-motorized Transportation Network.
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment (Specify)
LEVEL OF SERVICE IMPACT	 □ Project provides no new capacity (repair, replacement or renovation). □ Project provides new capacity. Amount of new capacity provided: ☑ Project assists in meeting/maintaining adopted level of service. □ Project required to meet concurrency standards.